works are finished, the road from Kartikapalli to Trikkunnapuzha could be taken in hand. We shall, however, see if this road cannot also be improved in portions where it is wide. In regard to the Mundattinkara *thodu*, the necessary investigation will be made. The Tana *thodu* is being improved from the maintenance grant and the necessary special repairs will also be carried out.

73. Facilities for communication with special reference to the Haripad – Elanjimel road and the junction of the Kutilil thodu with the Tana thodu.

Mr. M. R. Velu Karanavar (Member, Municipal Council, Haripad) began by saying that the Kartikapalli taluk was entitled to special consideration at the hands of the Government on account of its importance in the matter of revenue and population and of the peculiar burdens the taluk was subjected to at the time of the last settlement. He complained that proper attention was not paid to the works recommended by the conference of members held in 1914 under the presidency of the then Chief Engineer Mr. Jacob. He was thankful to the Government for having sanctioned the Haripad-Ambalapuzha road and prayed that arrangements might be made for completing the work during the current year, at least as far as Tottapalli. He then recommended the following works for the attention of the Government.

1. *Haripad-Elanjimel road.* That road which connected the three taluks of Kartikapalli, Mavelikara and Tiruvalla started from Nangiarkulangara, passed through the villages of Chennittala, Mannar, Kuttamperur, Ennakad, etc., and ended at Elanjimel, a village about 2½ miles from Chengannur. The whole distance was only 8 miles, and if it could be constructed, it would benefit the vast concourse of people that flocked annually to the temples of Aranmula and Chengannur during festival seasons, as also those who frequented the markets of Sastampuram and Kollakadavu from Haripad and other places.

2. *Kutilil thodu.*—The Member requested that that *thodu* might be deepened and it might be connected with the Tana *thodu*.

3. *The road leading from Kartikapalli to Putupalli, Ochira and other places.* The Member said that the road stood in need of improvement.

4. *The Kartikapalli-Trikkunnapuzha road.* The Member prayed that the road might be rendered fit for cart traffic.

5. The Member also prayed that Alleppey might be connected by railway with [illegible] Kottarakara, and that the railway line be so constructed as to pass through [illegible]ed on the [illegible]apalli taluk.

Dewan's reply.—I will devote special attention to all the matters that you have represented.

74. Means of communications in the Tiruvalla taluk.

Mr. Narayana Kaimal Nilakanta Kaimal (Member, Tiruvalla Taluk) dealt with the needs of his taluk under the following three heads, *viz.*, (1) Government roads, (2) ryots' roads, and (3) village roads and foot-paths.

The Member said that, in the case of Government roads, several bridges and culverts had to be constructed so as to render them fit for traffic, *e.g.*, the bridges on the Tiruvalla-Mavelikara road, and the bridge on the Tiruvalla-Mepral road at Peringara. The work of the Puvanakkadavu-Cherukolepuzha road which was stopped for some unknown reason should be taken up, and the unfinished culverts on the 4th, 5th and 6th miles of the road completed.

(2) The Member prayed that the following village roads might be taken up [illegible] maintenance by the Department of Public Works :—

(*a*) Jacob road from the 3rd mile of Puvanakkadavu-Cherukolepuzha [illegible]d to Kottangal, 2nd section *i. e.* the road from the Kulattur stream to Kottangal [illegible]ream, 2 miles in length ;

(*b*) the road from Kulattur stream to Perumpatti ; and

(*c*) the road from Puvanakkadavu to Turuttikad.

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The Member next said that, though the people of the taluk had opened about 100 miles of ryots' roads during the last 7 years, only 2 bridges and a few culverts had been constructed at Government cost. Three bridges were left unfinished by the Government, which should be taken up and completed before the working season was over.

The Srimulavilasam road (from Puramattam to Mallappalli) was taken up by the Government for maintenance 7 years ago, but only the bridges and culverts on the 1st mile had been finished as yet. The culverts and bridges over the remaining portion of the road should be constructed without loss of time. The bridges and culverts on the Bastow road (from Valankara to Kottangal through Ezhumattur) were completely neglected by the Government. Temporary bridges and culverts on those roads had become perfectly useless.

(3) The Member then dealt with village paths, etc., surveyed as *poramboke* by the revenue officers, and pointed out that many of them were encroached upon by the adjacent land owners. The Member then cited certain instances of such encroachments, one of them being on the *poramboke* path from Pullad to Airur *via* Kuriannur.

He then drew the attention of the Government to the great need for the construction of the bridges at Vallamkulam and Mallappalli, for which the Government had sanctioned a sum of Rs. 5,000. Although the cart and passenger traffic there was the heaviest in the whole State, the Member complained that nothing had been done by the Government to improve the locality.

The Member then dwelt at some length on the importance of his taluk in point of population and the example set by his taluk in the matter of opening ryots' roads, and prayed that the work already referred to might be taken up at once as a bare act of justice to the people of his taluk.

Dewan's reply.—All the works referred to by you will be attended to. Most of them are engaging the attention of the D. P. W. even now.

75. Difficulties of navigation in the Pamba river with special reference to Attimudu.

Mr. Krishnan Velayudhan Channar (Member, Tiruvalla Taluk) [illegible] that it was the Pamba river that served to remove, to a certain extent, the [illegible]rikkunna- felt by the people owing to the paucity of good roads in Central Travancore. [illegible] that river boats could ply from Chengannur as far as the sea coast on the west, and Ranni and Vadasserikara on the east. The presence of many temples, churches, markets and rubber estates recently opened on either side of the river daily attracted a large volume of river-borne traffic; but, for some time past, considerable difficulty was being experienced in the matter of communication, owing to strong flood-currents in winter and to the deposit of sand in summer. The sharp bends and the jutting red rocks which converted the strong flow of water from up the river into rapids at Attimudu near the Puthankavu church, two miles to the east of the Chengannur town, constituted a real meance to boat traffic; and hence the rounding of the curves and the removal of the portions of the rocks that projected into the river should receive immediate attention. The Member then dealt with the difficulties of boat traffic during the hot months of the year. There were a great many rocks in the river-bed between Attimudu and Vadasserikara and the strong curr[illegible] created holes on the rocky beds and deposited a great deal of sand in the river, wh[illegible] hampered boat traffic. He prayed that those rocks might be blasted and remove[illegible]

Dewan's reply.—Your main representation is in regard to the improveme[illegible] in the Pamba river near Attimudu. An estimate was prepared some twenty ye[illegible] ago, which amounted to about Rs. 15,000. The earth there is hard laterite, and [illegible] that stone is useful for building purposes, the cost will be less. The Chief Engine[illegible] will be asked to investigate and report.

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